

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB09F

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: GREEN TOWNSHIP

CODE# 061- 31752

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 9/12/01

Fred B. Schlimm, Jr.

CONTACT: PHONE # (513)574-8832

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 598-3097

E-MAIL fschlimm@greentwp.org

PROJECT NAME: Aurora Avenue Reconstruction Project

## SUBDIVISION TYPE

(Check Only 1)

1. County

2. City

☒ 3. Township

4. Village

5. Water/Sanitary District

(Section 6119 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

☒ 1. Grant \$ 591,625

2. Loan \$ \_\_\_\_\_

3. Loan Assistance \$ \_\_\_\_\_

## PROJECT TYPE

(Check Largest Component)

☒ 1. Road

2. Bridge/Culvert

3. Water Supply

4. Wastewater

5. Solid Waste

6. Stormwater

TOTAL PROJECT COST: \$ 740,375

FUNDING REQUESTED: \$ 591,625

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 591,625

LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

☒ State Capital Improvement Program

       Small Government Program

       Local Transportation Improvements Program

2001 SEP 21 PM 1:13

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ /C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_ %

Loan Term: \_\_\_\_\_ years

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_/\_\_\_\_/\_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

**1.0 PROJECT FINANCIAL INFORMATION**

**1.1 PROJECT ESTIMATED COSTS:**  
(Round to Nearest Dollar)

**TOTAL DOLLARS**

**FORCE ACCOUNT  
DOLLARS**

**a.) Basic Engineering Services:**

\$           .00

Preliminary Design \$           .00  
Final Design \$           .00  
Bidding \$           .00  
Construction Phase \$           .00

Additional Engineering Services  
\*Identify services and costs below.

\$           .00

**b.) Acquisition Expenses:**

Land and/or Right-of-Way

\$           .00

**c.) Construction Costs:**

\$ 740,375 .00

**d.) Equipment Purchased Directly:**

\$           .00

**e.) Permits, Advertising, Legal:**  
(Or Interest Costs for Loan Assistance  
Applications Only)

\$           .00

**f.) Construction Contingencies:**

\$           .00

**g.) TOTAL ESTIMATED COSTS:**

\$ 740,375 .00

\*List Additional Engineering Services here:  
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:  
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>148,750 .00</u>	<u>20</u>
c.) Other Public Revenues	\$ <u>          .00</u>	<u>          </u>
ODOT	\$ <u>          .00</u>	<u>          </u>
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>                    </u>	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>148,750 .00</u>	<u>20</u>
d.) OPWC Funds		
1. Grant	\$ <u>591,625 .00</u>	<u>80</u>
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>591,625 .00</u>	<u>80</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>740,375 .00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID#                      Sale Date:                     

STATUS: (Check one)

Traditional                       
Local Planning Agency (LPA)                       
State Infrastructure Bank

**2.0 PROJECT INFORMATION**

If project is multi-jurisdictional, information must be consolidated in this section.

**2.1 PROJECT NAME:** Aurora Avenue Reconstruction Project

**2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):**

**A: SPECIFIC LOCATION:**

Entire length of street from Bridgetown Rd. (S.R. 264)  
to Lawrence Rd. See attached map

**PROJECT ZIP CODE:** 45211

**B: PROJECT COMPONENTS:**

Removal of existing pavement and curb to sub-grade. Undercut and repair sub-grade. Rebuild catch basins and repair storm pipe where necessary. Rebuild pavement with 13" crushed stone, geogrid fabric, overlay with 7" asphalt and install vertical curbs.

**C: PHYSICAL DIMENSIONS / CHARACTERISTICS:**

Two lanes 25' in width, 3100' in length

**D: DESIGN SERVICE CAPACITY:**

Detail current service capacity vs. proposed service level.

Reconstruction to maintain present service capacity

Road or Bridge: Current ADT 3487 Year: 01 Projected ADT: 3700 Year: 05

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$        Proposed Rate: \$       

Stormwater: Number of households served:                     

**2.3 USEFUL LIFE / COST ESTIMATE:** Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

<b>TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT</b>	<b>\$740,375 .00</b>
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<b>TOTAL PORTION OF PROJECT NEW/EXPANSION</b>	<b>\$</b>	<b>.00</b>
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#### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>1 /02/02</u>	<u>10/31/ 02</u>
4.2 Bid Advertisement and Award:	<u>12/01/02</u>	<u>1/15/ 03</u>
4.3 Construction:	<u>3 /01/ 03</u>	<u>12/31/ 03</u>
4.4 Right-of-Way/Land Acquisition:	<u>/ /</u>	<u>/ /</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

## 5.0 APPLICANT INFORMATION:

## 5.1 CHIEF EXECUTIVE

OFFICER	<u>Francis M. Hyle</u>
TITLE	<u>Acting Administrator</u>
STREET	<u>6303 Harrison Avenue</u>
	<u>Cincinnati, Ohio</u>
CITY/ZIP	<u>45247</u>
PHONE	<u>( 513 ) 574 - 4848</u>
FAX	<u>( 513 ) 574 - 6260</u>
E-MAIL	

## 5.2 CHIEF FINANCIAL

OFFICER	Thomas J. Straus
TITLE	Clerk
STREET	6303 Harrison Avenue
	Cincinnati, Ohio
CITY/ZIP	45247
PHONE	( 513 ) 574- - 4848
FAX	( 513 ) 574 - 6260
E-MAIL	

### 5.3 PROJECT MANAGER

TITLE	Road Superintendent
STREET	6303 Harrison Avenue
	Cincinnati, Ohio
CITY/ZIP	45247
PHONE	( 513 ) 574 - 8832
FAX	( 513 ) 598 - 3097
E-MAIL	fschlimm@greentwp.org

**Changes in Project Officials must be submitted in writing from the CEO.**

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [X] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- ☒ A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- ☒ Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [X] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Francis M. Hyle, Acting Administrator

Certifying Representative (Type or Print Name and Title)

Signature/Date Signed

**AURORA AVENUE**  
**3100'± - 25' Wide**

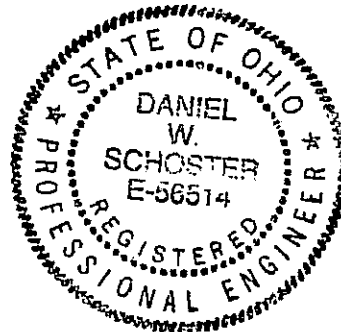
Item No.	Item Description	Unit	Estimated Quantity	Price	Total
202	Clearing & Grubbing	LS	1	10,000.00	10,000.00
202	Pavement Removed ( incl. Drives)	SY	9,100	10.00	91,000.00
203	Undercut, Remove & Replace	CY	2,000	50.00	100,000.00
203	Embankment	CY	300	15.00	4,500.00
301	Asphaltic Base Course (3-1/2")	CY	840	85.00	71,400.00
304	3" Aggregate Base	CY	725	35.00	25,375.00
448	Asphalt Concrete w/Tack Coat	CY	360	85.00	30,600.00
452	Portland Cement Concrete	SY	440	40.00	17,600.00
603	12" Conduit	LF	500	50.00	25,000.00
603	18" Conduit	LF	200	80.00	16,000.00
604	Manhole Type 3	EA	5	2,500.00	12,500.00
604	CB-3	EA	16	1,800.00	28,800.00
605	6" Underdrain (perforated PVC) w/Sock Filter	LF	1,200	18.00	21,600.00
609	Curb Type 6 (incl. Downspout Reconnection)	LF	6,200	10.00	62,000.00
614	Maintaining Traffic	LS	1	10,000.00	10,000.00
625	Construction Layout	LS	1	20,000.00	20,000.00
653	Topsoil 3"	CY	600	15.00	9,000.00
<del>660</del> 659	Seed & Mulch	SY	7,000	1.00	7,000.00

SPL	No. 2 Stone 6" Lift	CY	1,500	40.00	60,000.00
SPL	CWW Items	LS	1	50,000.00	50,000.00
SPL	Contingency Items	LS	1	68,000.00	68,000.00

TOTAL				\$740,375.00
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I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT. THE  
~~USEFUL LIFE OF THIS PROJECT IS 30 YEARS.~~

  
 DANIEL W. SCHOSTER, P.E.





ROADS & MAINTENANCE DEPARTMENT  
PARKS

6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

I **Thomas J. Straus**, hereby certify as Green Township Clerk, that the funds being used as the local share for the **Aurora Avenue Reconstruction Project** will be encumbered in January 2002, and will be available July 1, 2002.. These funds total twenty-percent (20%) of the estimated cost or **\$148,750.00.**

SIGNATURE

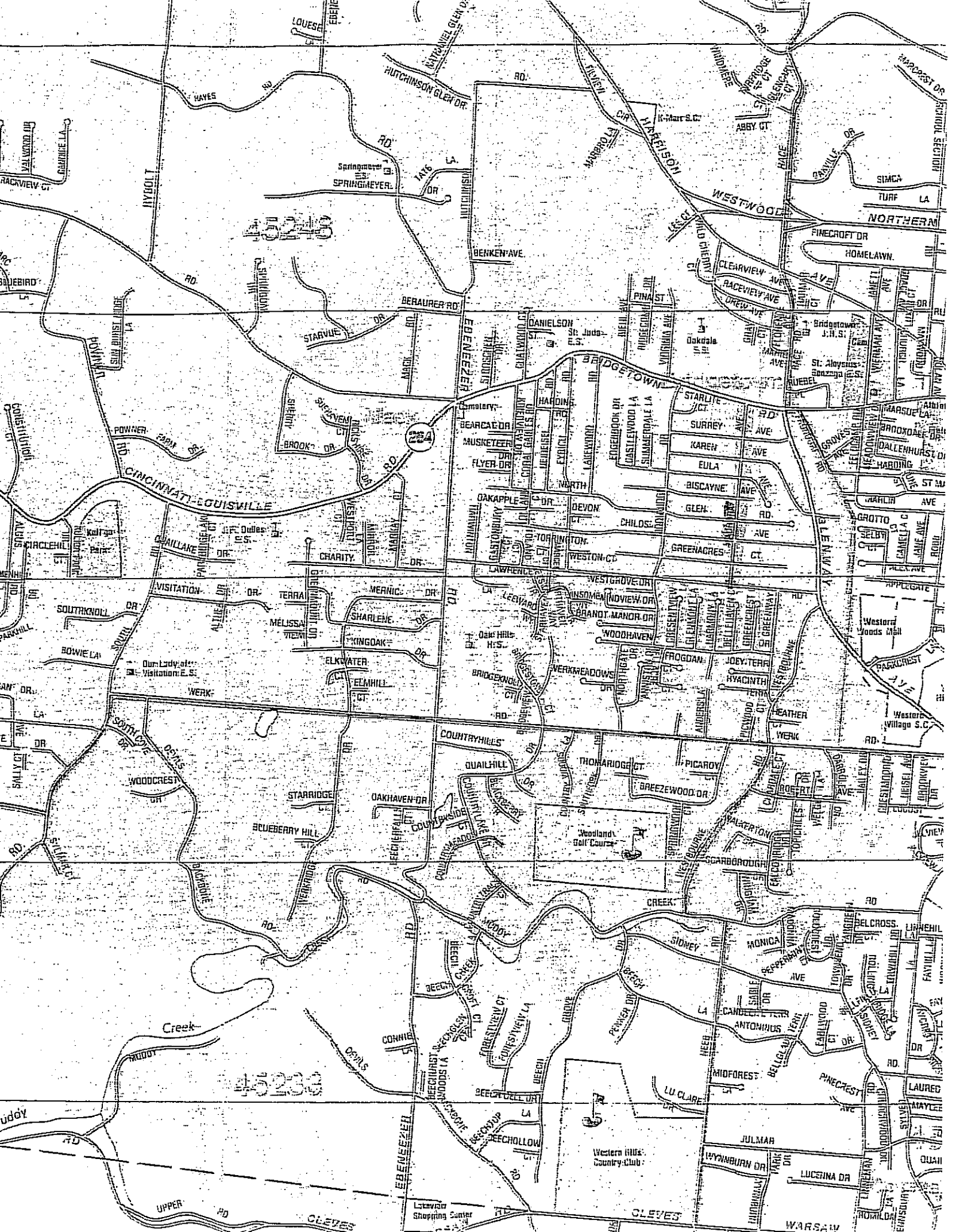
Th J Straus

TITLE

Clerk

DATE

9/19/01



45243

45233

CINCINNATI-LOUISVILLE

264

Western Hills Country Club

Lester Shopping Center



administration offices

6303 harrison avenue · cincinnati, ohio 45247-6498 · (513) 574-4848/fax 574-6260

RESOLUTION #01-0910-G

DIRECTING ROAD SUPERINTENDENT TO APPLY FOR FINANCIAL ASSISTANCE  
IN 2001 FROM OHIO PUBLIC WORKS COMMISSION

BY THE BOARD:

WHEREAS, the Hamilton County Engineer has notified all Hamilton County Jurisdictions that the District #2 (Hamilton County) Integrating Committee will be accepting applications for 2001 Ohio Public Works Commission financial assistance through September 21, 2001; and

WHEREAS, the Superintendent of Roads and Maintenance feels the Aurora Avenue Reconstruction Project will qualify for financial assistance; and

WHEREAS, the Road Superintendent prepared the following project construction cost estimate:

<u>PROJECT NAME &amp; STREET INCLUDED</u>	<u>EST.</u> <u>TWP.</u> <u>COST \$</u>	<u>EST.</u> <u>GRANT</u> <u>COST \$</u>	<u>EST.</u> <u>TOTAL</u> <u>COST \$</u>
Aurora Avenue Reconstruction Project	\$148,750.00	\$591,625.00	\$740,375.00

WHEREAS, Ohio Revised Code 5571.01 gives the Township Trustees authority to construct, reconstruct, resurface or improve any public road or part thereof under their jurisdiction; and

WHEREAS, Aurora Avenue is a part of the Township Road System under the jurisdiction of this Board of Trustees.

NOW THEREFORE BE IT RESOLVED that this Board does hereby order its Superintendent of Roads and Maintenance to prepare the necessary application for Ohio Public Works Commission financial assistance in the amount of \$591,625.00 for the Aurora Avenue Reconstruction Project and further directs its Administrator, as Chief Executive Officer for the Township, to execute this application and submit it to the proper authorities.

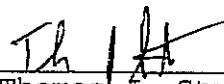
ADOPTED AT THE REGULAR MEETING of the Board of Township Trustees of Green Township, Hamilton County, Ohio the 10th day of September, 2001.

Mr. Upton Exc. Mr. Rattermann Yes Mr. Proffitt Yes



CERTIFICATE OF CLERK

IT IS HEREBY CERTIFIED that the foregoing is a true and correct transcription of a resolution adopted by the Board of Trustees in session this 10th day of September, 2001.

  
\_\_\_\_\_  
Thomas J. Straus  
Green Township Clerk  
Hamilton County, Ohio

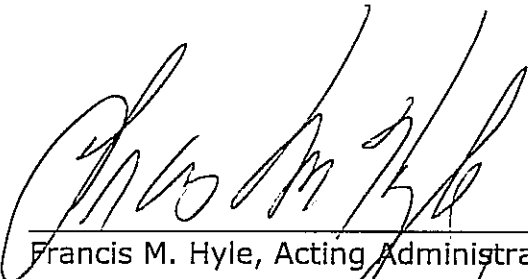


ROADS & MAINTENANCE DEPARTMENT  
PARKS

6303 HARRISON AVENUE • CINCINNATI, OHIO 45247-6498 • (513) 574-8832

**CERTIFICATION OF TRAFFIC COUNT**

I **Francis M. Hyle**, Acting Administrator of Green Township and Chief Executive Officer as listed in the Aurora Avenue Reconstruction Project application for SCIP funds, hereby certify that the traffic count provided for Aurora Avenue is accurate.



Francis M. Hyle, Acting Administrator



Date

TO

Joe Lambing

FROM

M. Donovan

SUBJECT

Pothole

DATE 2-12-01

Per Ham. Cnty. Comm. Center (Moore) - There is a large  
pothole on Aurora at Greenacres Ct.

T. Stenger 2-12-01

SIGNED 

Carltoness Speediset® Form 44 © 1999 Neillform

REDIFORM

WHITE - ORIGINAL

CANARY - DUPLICATE

44-900 • Duplicate • 250 Sets

## **ATTACHMENT A**

The pavement of Aurora Drive has failed over the majority of this street. Not only has the asphalt overlay atop the original concrete pavement failed, but that original concrete pavement has failed as well. Crude surface patches cover the many potholed areas that opened last winter. In other areas, such as near the intersection of Aurora and Childs, entire areas of expansion joints of the concrete pavement had to be removed to eliminate the severe heaving of the pavement resulting in "speed bumps" being present at every joint. Excavation of the pavement has demonstrated that the road base needs reconstruction as well. Curbs in some areas are completely gone and in most others are in shambles.

## **ATTACHMENT B**

As part of the reconstruction of Aurora Avenue humps in the pavement at or near the intersections of Surrey, Karen, and Childs will be eliminated. This will increase safety in two ways. First it will eliminate sight distance problems these humps create for motorists wishing to make ingress or egress from Aurora and second, will eliminate the hazard "hill hopping" poses. Photos contained in this application show pavement scarring from where vehicles have bottomed out at or near the intersections of Surrey and Karen. Accident reports and correspondence from Green Township Police officials demonstrate the real hazard that these humps present. Over the past 21 months there have been 14 accidents in which either the motorists involved or Police cited sight distance problems being a contributing factor.



# *Green Township Police Department*

**JAMES L. SUDER / CHIEF OF POLICE**

6303 HARRISON AVENUE  
CINCINNATI, OHIO 45247-6498

OFFICE: (513) 574-0007 • FAX: (513) 574-9919

September 20, 2001

Mr. Fred Schlimm  
Superintendent of Roads & Maintenance  
Green Township Maintenance  
6303 Harrison Avenue  
Cincinnati, Ohio 45247

Fred,

Attached you will find the data that you requested listing the auto accidents on Aurora Avenue from January 1, 1999 through today's date. As you know, speeding and hill hopping have been an ongoing problem on Aurora. The uneven grade and the poor sight distance encountered from the intersecting streets contribute to many of the auto accidents on the street.

While we continually attempt to control the speeds on Aurora Avenue, I would welcome any engineering remedies that you could offer to make the street safer. Please feel free to contact me if you need any additional information.

Sincerely,

A handwritten signature in cursive script, reading "Bart W. West".

Bart W. West, Lt. Col.

# AUTO Search Name and Location

TA	DATE	NAME	OFFICER	STREET NUMBER	STREET ONE	HIT	SKIP	CITE	POLE
	TIME				STREET TWO				
01-1281	7/9/11/01	MOREIRA,BYARD			AURORA			A	
	19:10	Maley			SURREY				
01-1161	8/20/01	GANNON,FREITAG		3426	AURORA			A	
	18:18	Cassidy							
01-1129	8/14/01	STREICHER,SEXTON			AURORA			A	
	18:42	NASH			NORTHGLEN				
01-1044	7/28/01	HOWARD			NORTHGLEN			A	Y
	16:18	Vetter			AURORA				
01-0898	6/27/01	OTTE,BIEDERMAN			AURORA				
	18:30	WALKER			BRIDGETOWN				
01-0802	6/7/01	DAVIS,SEVERANCE			BRIDGETOWN			A	
	17:28	Wilhelm			AURORA				
01-0622	5/5/01	POFF,SIEMER			AURORA			A	
	08:17	Icenogle			EULA				
01-0396	3/24/01	LACEY,HUGHES			AURORA				
	02:30	Prybal			SURREY				
01-0365	3/18/01	BEISER,RUEHL			AURORA				
	15:00	Poppe			NORTHGLEN				

TA	DATE	NAME	OFFICER	STREET NUMBER	STREET ONE	HIT	SKIP	CITE	POLE
	TIME				STREET TWO				
00-1697	11/11/00 09:37	RATLIFF;SIMON	Nottingham		KAREN AURORA			A	
00-1594	<del>11/02/00</del> 11/02/00	HARRIS;HIMSEL	McCarthy		AURORA CHILDS			B	
00-1570	10/25/00 09:15	CLOUD;ANUCI	Eagle		BRIDGETOWN AURORA			A	
00-1532	10/19/00 16:16	MORROW;FRICKMAN	Cassidy		AURORA SURREY			A	
00-1431	10/3/00 18:49	EUBANK;FULMER	Clark		BRIDGETOWN AURORA			A	
00-1422	10/1/00 12:19	LONG;HOLLANDER	Icenogle		AURORA SURREY			A	
00-1390	9/24/00 15:03	CARTWRIGHT;ROBISON	Poppe		BRIDGETOWN AURORA				
00-1358	<del>09/22/00</del> 09/22/00	STEWART;MACGREGOR			AURORA CHILDS			B	
00-1118	8/7/00 16:14	ROSE;MAY	Kiley		AURORA SURREY			B	
00-1030	7/20/00 10:15	FRONDORF;PATTON	Cecil Hulgin		BRIDGETOWN AURORA			B	

TA	DATE	NAME	OFFICER	STREET NUMBER	STREET ONE	HIT	SKIP	CITE	POLE
	TIME				STREET TWO				
00-0996	7/16/00	SCHNIPPEL,SCHULER	House		BRIDGETOWN			A	
	22:30				AURORA				
00-0668	5/10/00	BRAUN	Cassidy		AURORA		Y		
	18:49				BRIDGETOWN				
00-0636	<del>4/25/00</del>	WESTERFIELD;GOEDDE	Iceogle		AURORA				
	10:55				CHILDS				
00-0577	4/22/00	DAFFIN;KLUMB	Iceogle		AURORA			A	
	11:25				SURREY				
00-0524	4/13/00	MCCARTHUR;BARNETT	Wilhelm		BRIDGETOWN				
	15:10				AURORA				
00-0477	4/4/00	TOLIVER,DANNER	Poppe	3772	AURORA			A	
	18:08								
00-0286	2/26/00	CLAYTON;ECKLAR	Stone		BRIDGETOWN				
	19:45				AURORA				
00-0218	2/10/00	STURM;KNUE	Stone		BRIDGETOWN			A	
	18:40				AURORA				
00-0134	1/27/00	REXROAT;BURRESS	Nottingham	3621	AURORA			A	
	12:22								
00-0024	1/7/00	BIRKEMEIER;MAKIN	Coulter		BRIDGETOWN			A	
	15:15				AURORA				

# ADDITIONAL SUPPORT INFORMATION

For Program Year 2002 (July 1, 2002 through June 30, 2003), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT?   X   YES        NO (ANSWER REQUIRED)**

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

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See Attachment A

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**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

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See Attachment B

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**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

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No real effect on health related matters.

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4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Aurora Avenue Reconstruction

Priority 2 Drew and Raceview Avenues Rehabilitation

Priority 3 Rackacres Drive Rehabilitation

Priority 4 Orchardvalley Drive and Orchardtree Court Rehabilitation

Priority 5 \_\_\_\_\_

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No   X   Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

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6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

  N / A  

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7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 10 th of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

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- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The elimination of three humps in the pavement which cause sight distance problems for motorists wishing to enter Aurora from side streets will eliminate a significant hazard.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_ Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3

- a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_
- b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_
- c.) Are all utility coordination's completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_
- d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

If no, how many parcels needed for project? \_\_\_\_\_ Of these, how many are: Takes \_\_\_\_\_

Temporary \_\_\_\_\_

Permanent \_\_\_\_\_

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

- e.) Give an estimate of time needed to complete any item above not yet completed. 8 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Aurora Avenue connects State Route 264 and Lawrence Road which is a county road. It is a Metro bus route and a main school bus artery for this; the largest sub-division in Green Township. Aurora Avenue serves as a main arterial feeder street for this sub-division.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A \_\_\_\_\_

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 3487 X 1.20 = 4184 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Street Levy

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

SCIP/LTIP PROGRAM  
ROUND 16 - PROGRAM YEAR 2002  
PROJECT SELECTION CRITERIA  
JULY 1, 2002 TO JUNE 30, 2003

NAME OF APPLICANT: GREEN TOWNSHIP

NAME OF PROJECT: AURORA AVENUE

RATING TEAM: 2

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

☒ 23 - Critical

20 - Very Poor

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

Appeal Score

*REFLECTIVE CRACKING. MOST OF LENGTH  
ALLIGATOR CRACKED. JOINTS STARTING  
TO NEAR. PORTION FROM BRIDGE TOWN  
TO SURREY BETTER SHAPE & COULD  
BE RENABBED.*

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

☒ 10 - Minimal importance

0 - No measurable impact

Appeal Score

*NO INDICATION REGARDING  
SEVERITY OF PROBLEM.  
TO EFFECTIVELY DEAL W/ SIGN DIST.  
PROBLEM, PROFILE MUST BE SUBSTANTIALLY  
LOWERED, REQUIRING RETAINING WALL. NOT IN EST.*

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

☒ 25 - First priority project

20 - Second priority project

15 - Third priority project

10 - Fourth priority project

5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

☒ 10 - No

0 - Yes

Appeal Score

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2002 and no delinquent projects in Rounds 13 & 14

3 – Will be under contract by March 31, 2003 and/or one delinquent project in Rounds 13 & 14

0 – Will not be under contract by March 31, 2003 and/or more than one delinquent project in Rounds 13 & 14

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

*METRO ROUTE*

Appeal Score

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 3 – Health**

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

### Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

### Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

#### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

### Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

### Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

### Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

#### Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

#### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

### Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

### **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

#### **Definitions:**

***Major Impact*** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

***Moderate Impact*** - Roads: principal thoroughfares, Federal Aid Urban routes

***Minimal/No Impact*** - Roads: cul-de-sacs, subdivision streets

### **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

### **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

### **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

### **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the **type** of infrastructure being applied for.